

Purpose

The purpose of this policy is to define the function of the Bridge Replacement Program, and the relationship between UDOT and the Local Governments

Policy

The Utah Department of Transportation shall participate in the Bridge Replacement Program as authorized by Federal legislation. The Program shall be administered in accordance with Federal law and by the provisions of the United States Department of Transportation as covered in the Federal- Aid Highway Program Manual. As allowed by the Federal Highway Administration, eligible portions of the program will be administered under the approved Federal-Aid to Local Governments.

A minimum of 65% of the Bridge Replacement Program shall be for On-Federal System Roads, and a minimum of 15% of the program shall be spent on off-system roads. The remaining 20% may be spent on-system or off-system roads.

The Transportation Commission recognizes the high deficiency of local bridges and the high need for their improvement. Because of this high need, 35% of the bridge replacement funds apportioned to Utah will be used for local bridges and 65% will be used for State bridges.

Bridge Replacement funds may be used for all bridge related items, traffic control, utilities, and other non-bridge items required as a result of the bridge replacement. Bridge replacement funds may be used for approach roadway construction, sufficient to connect the new bridge to the existing roadway or to return the gradeline to an attainable touchdown point in accordance with minimum AASHTO design standards.

There may be cases where the roadway is realigned or reconstructed for reasons not related to the replacement of the bridge. In these cases, other funds will be used for roadways, approach fills, or other extensive earth structures, when constructed beyond the designed connection with the existing road.

For local government projects, the touchdown point will be as determined by the Local Government Projects Engineer.

Programs required by the Federal Highway Administration, such as the Bridge Inspection Program, bridge scour, seismic screening, etc. will be funded from the Bridge Replacement program.

It shall also be the policy of the Utah Department of Transportation to use the procedures that follow in setting priorities for the utilization of bridge replacement funds for Local Government bridges.

Definitions

Joint Highway Committee (JHC)-- a committee composed of 15 members from the Association of Counties and 15 members from the League of Cities and Towns. It develops recommendations for the Local Government projects in the Non-Urban, Small Urban, and Bridge Replacement programs of the STIP.

Procedures

Bridge Replacement Program

UDOT 07-50.1

Responsibility: Structures, Federal Highway Administration (FHWA), JHC, Local Govt. Proj.'s Eng.& Local Agencies

Actions

1. **ELIGIBILITY FOR CONSIDERATION**

A bridge to be considered for replacement or rehabilitation using the Bridge Replacement funding shall be listed in the Federal Highway Administration National Bridge Inventory, Highway Bridge Replacement and Rehabilitation Program (HBRRP) Selection list. A bridge must have a sufficiency rating of less than 50 for replacement and must be structurally deficient or functionally obsolete as defined in the National Bridge Inventory Standards--To be considered for rehabilitation, a bridge shall have a sufficiency rating between 50 and 80 as determined above. However, the Joint Highway committee is not considering bridges in the 50-80 rating ranges except on an exception basis. When a structure meeting the requirements for rehabilitation is part of a major roadway widening project, an evaluation shall be made to determine whether widening or replacement should be performed with appropriate requests sent through the Local Government Projects Engineer to the Federal Highway Administration for exceptions to the program.

2. **ANNUAL REVIEWS**

The Local Government Projects Engineer shall be furnished annually with a list of bridges that qualify under action 1 and will forward the list to the local agencies. The local agencies then reply as to which structures they want to process. The Local Government Projects Engineer compiles the listing and estimated cost and presents it to the Joint Highway Committee for their review and recommendations.

3. **FINAL SELECTION**

The Joint Highway Committee reviews the list of deficient structures proposed for both eligibility and a fair and equitable distribution of available funding. After the committee reviews the list, it is recommended to the Utah Transportation commission for approval and inclusion on the Statewide Transportation Improvement Program. After approval the obligation of Highway Bridge Replacement and Rehabilitation Program (HBRRP) funds is made available on a first-come-first-served basis. The projects are then processed by the local agencies using the Departments standards and plan for local government projects.